

This NPRM and the other noted NPRMs mentioned below are not consistent with the intent and direction of AC120-29A.

The current wording, especially definitions, of the NPRM, and any subsequent revisions to the NPRM should be coordinated through both the All-Weather Operations Harmonization process (AWO) and FAA Terminal Area Operations Review (TAOARC) processes, and be consistent with other related NPRMs (e.g., RNAV [Docket No. FAA-2002-14002], and for Federal Docket No. FAA-2003-14305, NPRM 14 CFR Parts 71, et al. Special Operating Rules for the Conduct of Instrument Flight Rules (IFR) Area Navigation (RNAV) Operations Using Global Positioning Systems (GPS) in Alaska; Proposed Rule).

Recent information indicates that some newly installed airport lighting systems use current technology LED systems that do not have an infrared signature. These LED systems potentially are not visible to current EVS systems.

Specific Recommended Actions:

1. Do not issue a Final Rule based on the present content of this NPRM's proposal.
2. Delegate the review of this NPRM to both the AWO and TAOARC groups, so that any revised Amended or Subsequent Notice can incorporate and integrate provisions of a significantly revised NPRM replacing both the RNAV and Alaska GNSS NPRMs. Adjust any comment deadlines and revision proposals to a mutually consistent milestone timeline.
3. Do not issue this rule alone, and particularly do not issue it in a condition inconsistent with the other AWO and TAOARC revised NPRM and Final Rule proposals.
4. Assure that any revised or amended NPRM is consistent with the intent outlined in AC 120-29A.
5. Ensure that future EVS systems and airport lighting systems are compatible.